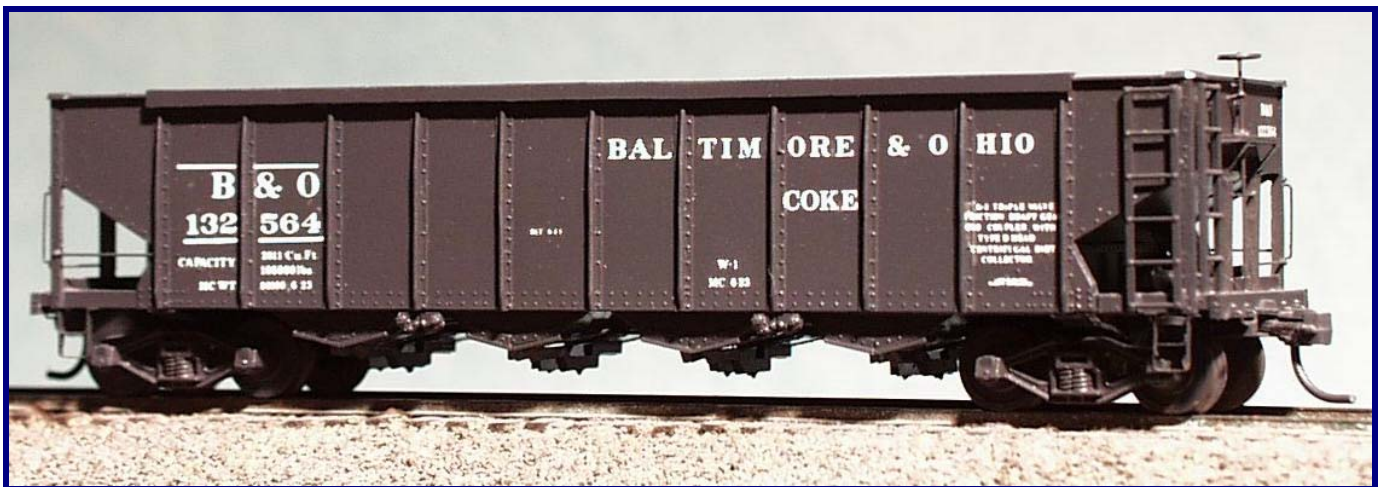


THE B&O MODELER

Volume 2, Number 6

NOVEMBER/DECEMBER 2006



MODELING B&O OPEN HOPPERS, 1919 TO 1963, CLASS W-1 AND SUBCLASSES, PART 1 – PROTOTYPE INFORMATION SOME NOTES ON MODELING THE WELLSVILLE, ADDISON & GALETON RR

A publication of the B&O Railroad Historical Society (B&ORRHS) for the purpose of disseminating B&O modeling information. Copyright © B&ORRHS – 2005, 2006 – All Rights Reserved. May only be reproduced for personal use. Not for sale other than by the B&ORRHS.

Editor – Bruce D. Griffin at bruce_griffin@earthlink.net

Associate Editor – Greg LaRocca at larocca3@zoominternet.net

Did You See It? Editor – Ross Pollock at info@borhs.org

Model Products News Editor – Eric Hansmann at ehansmann@adelphia.net

Modeling Committee Chair – Bill Barringer at barbllsn@aol.com

Manuscripts and photographs submitted for publication are considered to be gratis and no reimbursement will be made to the author or the photographer(s) or his/her representative(s). Please contact the Editor with comments and corrections and for submission guidelines. Statements and opinions made are those of the authors and do not necessarily represent those of the B&ORRHS.

Cover Photos – Top, Overland WAG 1700 – John Teichmoeller photo. Bottom, M-15e – Westerfield HO Scale W-1 Hopper – Al Westerfield photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available. Regular memberships are only \$35.00. If you would like to join, click [here](#) to fill out our [membership application](#), print a copy and mail it to:

B&ORRHS
ATTN: Membership
P.O. Box 24068
Baltimore, MD 21227-0568

FROM THE ASSOCIATE EDITOR

The Unreality of Prototype Photography

To what degree are you a prototype modeler? Are you modeling a specific segment and era of the B&O or do you just have a "B&O-like" layout? Whichever it is, I'll bet that you have one or more of the glossy, color photo books that have been produced in the last few years. For me, the bible of my modeling efforts is B&O Steam Finale, Volume II, a compilation for the most part of Bill Price's color photos of Sand Patch Grade in the 1950's. For many years, I paged through Steam Finale II gazing at the photographs,

without really thinking about what I was looking at. Once I started paying attention, however, I noticed three things. First, the photos span a range of years, from the 1940's to 1956; second, that many of the pictures are of the same train, but at different locales; and finally, that there are only three or four photos taken in 1956, and the latest regular steam shot was taken in July of that year. The absolute latest steam shot is of the "Farewell to Steam" fantrip run on September 21, 1956. If one just looks at this book

without a deeper comprehension of the circumstances of the photos, then the apparent conclusion would be that steam was more plentiful on Sand Patch in 1954 to 1956 than it really was.

As modelers, we need to keep in mind that the camera lies, that it only shows what the photographer was interested in or found noteworthy. Most steam-era photographers didn't shoot the ordinary, everyday things that as modelers we would be most interested in seeing. As an example, how many times while watching a video have you been disappointed, that, as soon as the engine passed, the photographer turned off his camera, rather than recording the entire string of freight cars going by?

At one time I was a member of the "one of everything" club. With time, I've become more mature and discriminating in my modeling habits, and I've sold off a lot of the locomotives and other equipment that just would not have been seen on Sand Patch. As a result of studying Steam Finale II closer, I recently sold about half of my steam locos, and expanded my diesel fleet.

So what's the take home lesson? Should you sell off half of whatever may not quite fit the region or time you're modeling? Not at all. A model railroad is just that, a representation of a real railroad, demonstrating in simplified form the complexities of the prototype. But it's also a form of leisure, a way of escaping the cares and complexities of 21st Century America. If you enjoy running Presidential Pacifics in green and gold alongside Chessie SD50's, then have at it. But I do think that if representing the B&O as it really was is something that appeals to you, then you need to look beyond the glossy photo books, and read as much as you can, including timetables, equipment lists, "hard" histories, and, gasp!, even histories of other railroads, such as the PRR. As for me, I'd like to have access to a time machine, so that I can stand alongside Bill Price in, say, 1955, and count how many diesel powered trains he ignores while photographing steam powered ones. Then I'd know for sure how it really was.

Greg LaRocca
Ellwood City, PA
November 25, 2006

NEWS FROM THE COMPANY STORE

BY GEORGE STANT

Why should you become a member of the Baltimore and Ohio Railroad Historical Society? Besides belonging to one of the finest railroad organizations in existence, you will also get some nice discounts on the multitude of items that we sell through our Company Store. For example as a Society member, you can save up to 20% on most books over the price we charge to the general public. And on most of our models, you can save from between 10% and 15%, more with some of the specials that we send out to members.



The September/October 2006 edition of The B&O Modeler discussed the great N-43 Covered Hoppers developed and sold by the Company Store under license agreement with CSX. The first run of our very successful N-43 Covered Hoppers has been sold out. Plans are being made for a second run with different road numbers. We expect that this second run will arrive the first quarter of 2007. As with the first run, there will be only 300 cars produced. That is 100 cars per road number. It is expected that like the first run, approximately half of the run will be purchased by non-Society members. In anticipation of another successful production run, a special Covered Hopper order form has been included in the Company Store folder of the B&O Yahoo Group files section for those who desire to place an advance order for these new cars. If interested, get your order in quickly. Road numbers for this second run have been taken from official B&O archive documents. The stock numbers with corresponding road numbers are: stock # 33134, road number 631128; #33135, road number 631153; #33136, road number 631192.



T-3's 5574 and 5579 lead train 29 up Seventeen mile grade on David Parks' HO layout. Mike Kotowski painted the backdrop and Al Massi painted Sam Romerstein's locomotives. Photo by Sam Romerstein.



T-3's 5574 and 5579 lead train 29 up Seventeen mile grade on David Parks' HO layout. Mike Kotowski painted the backdrop and Al Massi painted Sam Romerstein's locomotives. Photos by Sam Romerstein.

UPDATES AND ERRATA

John Teichmoeller wrote to offer many thanks to Jeff Hanke for his piece on the kitbash of the Jordan spreader. John speculated that the only built-up model of a B&O unit that has ever been sold was by Overland in 1995. They produced a "Model 4-100." Overland catalog number was 3301.1 and it was

painted and lettered in Chessie System colors as 914074. There are two photos of Jordan Spreaders in the Field's Chessie Color Guide, Nos. 914070 and 914073. Finally, John offers Some April 2006 photos of a Jordan Spreader at the B&O Museum in April of 2006.



John Teichmoeller photos

2006 B&ORRHS ANNUAL CONVENTION MODELING COVERAGE

Nick Fry our Archivist, Board Member, etc volunteered as photographer for the 2006 Convention Modeling Contest. Nick caught some of the entries, and I know that can be a difficult task. Because of the layout on a table at various angles and the fact that their no names on the entries, documenting the

contest for a magazine is a very difficult process. Maybe next year's planning process can take a look at a way of including a photography session to allow the Modeler, the Sentinel and interested hobbyists, to inspect and document the efforts.



HO Scale A-17 Coach by Bruce Elliott. Nick Fry photo.



HO Scale Gondola and Flat Cars Bridge Girder Load by Bruce Elliott. Nick Fry photo.



HO Scale Office Car by Bruce Elliott. Nick Fry photo.

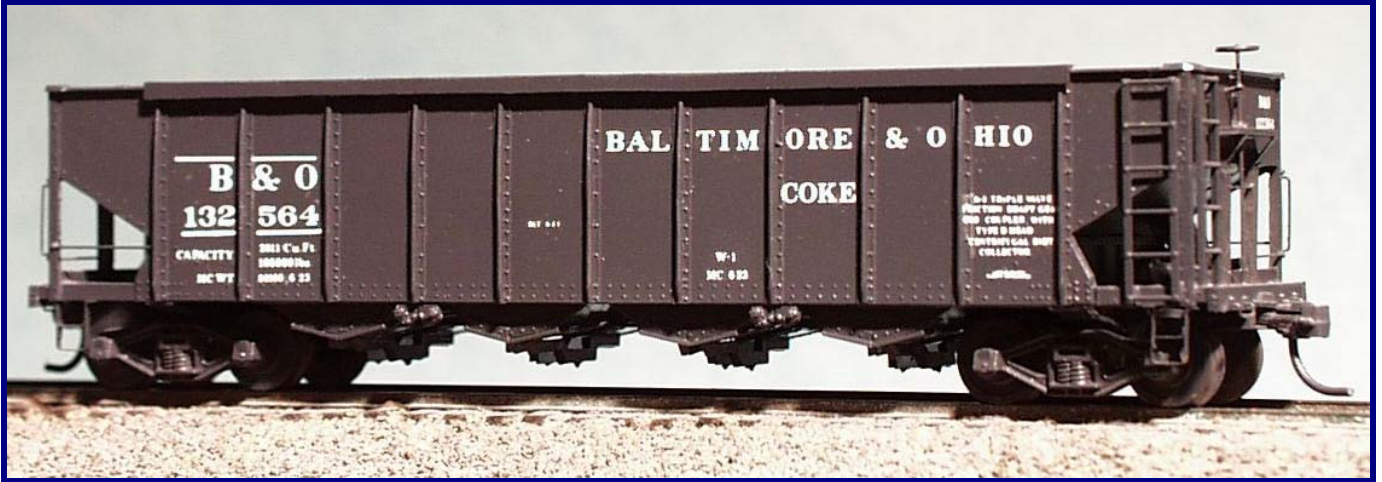


HO Scale E-24 2-8-0. Nick Fry photo.

MODELING B&O OPEN HOPPERS, 1919 TO 1963, CLASS W-1 AND SUBCLASSES, PART 1 – PROTOTYPE INFORMATION

BY BEN HOM

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Al Westerfield photo

Prototype

In 1910 and 1911, B&O ordered 4,000 quad hoppers for coke service, Class W-1. These cars were originally rated as 40-tons coke and 50-tons coal; photos show cars stenciled at 55-tons. As coke production shifted from beehive coke ovens located near the mines to by-product ovens that were part of an integrated steel plant site, many of these cars received 70-ton trucks and were placed in full-time coal service. (Some cars remained rated at 50-tons through rebuilding to Class W-1a). 2,075 Class W-1a cars were rebuilt from Class W-1 in 1922-23. 249

cars were modernized with sawtooth hoppers in 1949 (Class W-1b). 4 Class W-1b cars were rebuilt a final time in 1960 with side extensions for wood chip service. These cars made up 10-13% of the B&O fleet through the 1940s; significant numbers of these cars were retired following World War II, though increasingly smaller numbers of these cars would soldier on into the late 1960s. The last Class W-1 and W-1a hopper cars were retired circa 1968; four Class W-1b and two W-1ba wood chip cars were still on the roster in 1970.

Why “N” and “W”?

In the March-April issue of The B&O Modeler, John Teichmoeller posed the question “Why ‘N’ and ‘W’?”

As will be noted, the B&O classed twin hoppers as “N” and triple and quad hoppers as “W.” These obviously correspond to the AAR designations of HM and HT respectively. Unfortunately, railroad documentation describing the selection of these identifiers for the B&O’s hoppers has yet to be found, so we really can’t say any more about this issue at this point.

David Thompson replied:

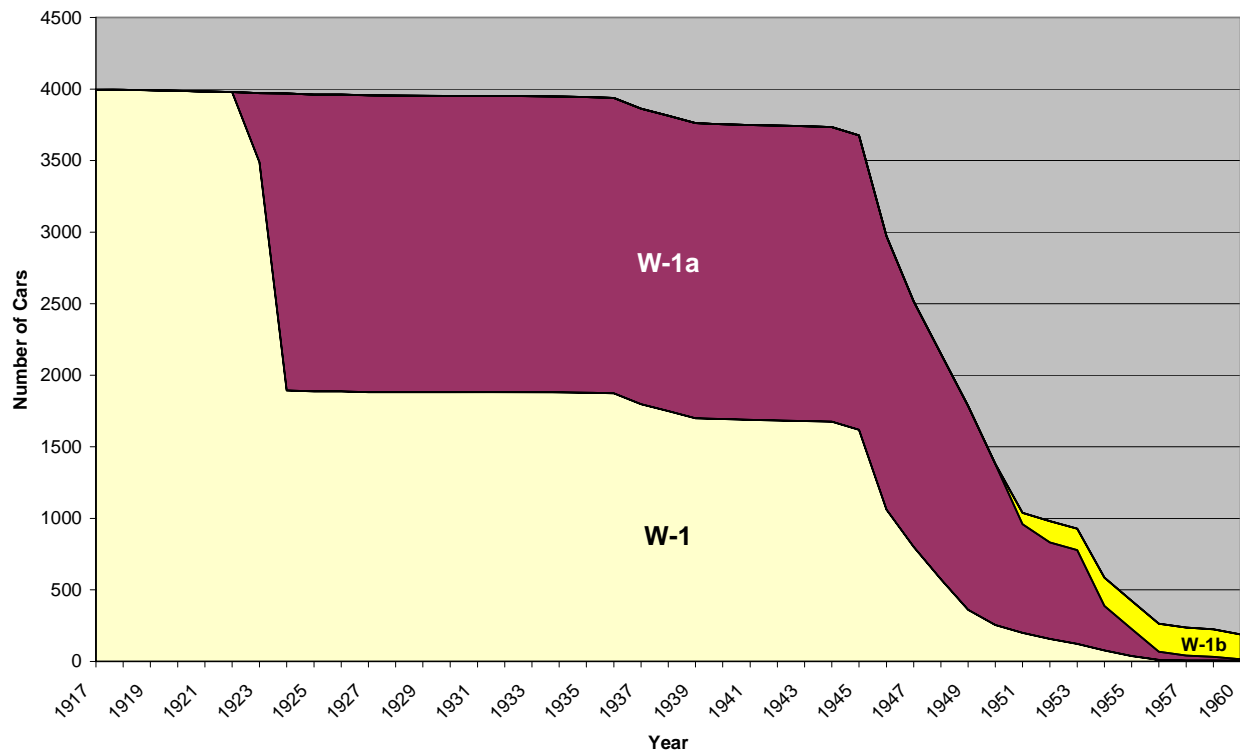
The car classes dated back to a general B&O effort at the end of the 1870s. Boxcars were M, hopper-bottom gondolas were N, regular gondolas were O, flat cars were P, pot hoppers were Q, etc. Class W was assigned to a group of coke gondolas rebuilt from Class N gondolas, and stayed a single-class grouping until the W-1s arrived in 1910.

Table 1: Longevity of B&O Class W-1 and Subclass Hoppers, 1919-1962

Class	Number Series	No. Built	1919	1928	1932	1936	1940	1944	1948	1952	1954	1956	1958	1962
W-1	132000-133999	2000	1996	1060	1059	1051	912	902	286	82	40	6	2	2
	134000-134999	1000	999	625	625	525	621	612	236	60	28	4	3	2
	135000-135999	1000	996	195	198	197	161	161	52	15	9	1	1	0
	Total	4000	3991	1880	1882	1873	1694	1675	574	157	77	11	6	4
W-1a	332000-332999		0	712	710	709	708	706	523	217	59	7	3	1
	333000-334999		0	1361	1359	1358	1352	1353	1053	458	252	49	22	4
	Total	2075	0	2073	2069	2067	2060	2059	1576	675	311	56	25	5
W-1b	335500-335749	249	0	0	0	0	0	0	0	249	198	197	193	54
W-1ba	335617 335644 335684 335694	4	0	0	0	0	0	0	0	0	0	0	0	4

Data compiled by Richard K. Daniels from B&O Summaries of Equipment 1917-1960.

B&O Class W-1 and Subclasses 1917-1960





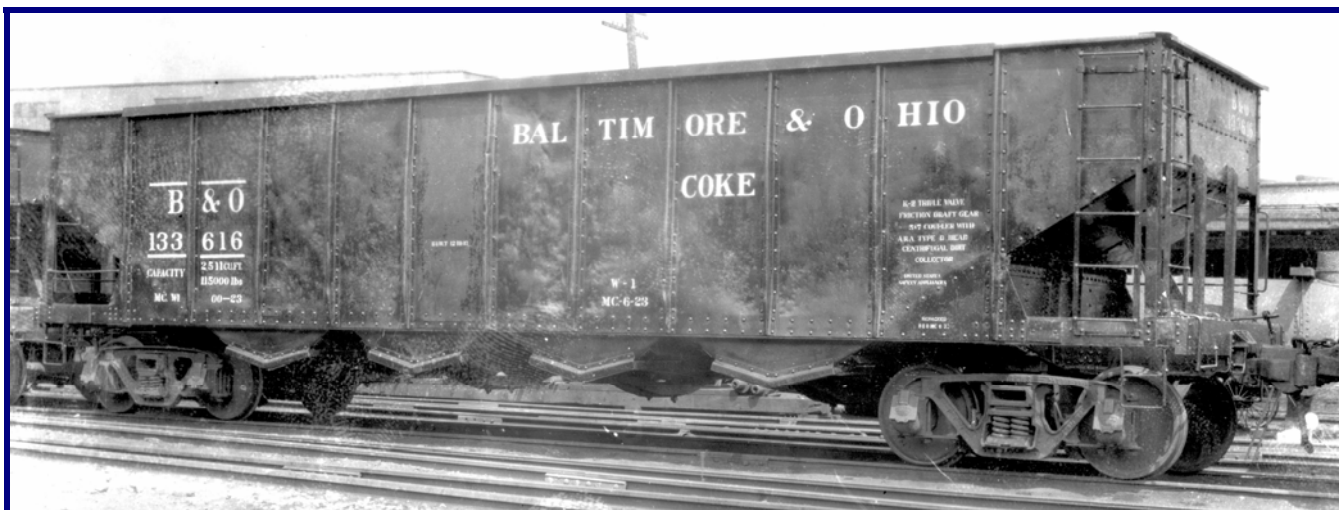
B&O 132740, Class W-1, built February 1911. For some reason, the underscore under the roadname has been retouched on the photo. The as-built paint scheme matches that shown in the photo of B&O 135000. PSC Builders photo, B&ORRHS collection.



B&O 135000, Class W-1, built by Standard Steel Car Co., June 1910. SSC Builders Photo, Keith Retterer collection.

CLASS W-1

Table 2 summarizes Class W-1 as built in 1910 and 1911. Builder's photos of these cars show that they were originally built without side or end ladders (B&O 135000, Standard Steel Car Co.), or with ladder grab irons on the sides and ends (B&O 132740, Pressed Steel Car Co., see above photo). During the early 1920s, these were replaced by ladders. Additionally, cars of this design had the tendency to buckle in the middle, and a partial top chord reinforcement was riveted to each side. At least one car received a reinforced concrete lining in 1923.



B&O 133616, Class W-1, Mt Clare Shops, June 25, 1923. Car equipped with reinforced concrete lining. B&ORRHS collection.

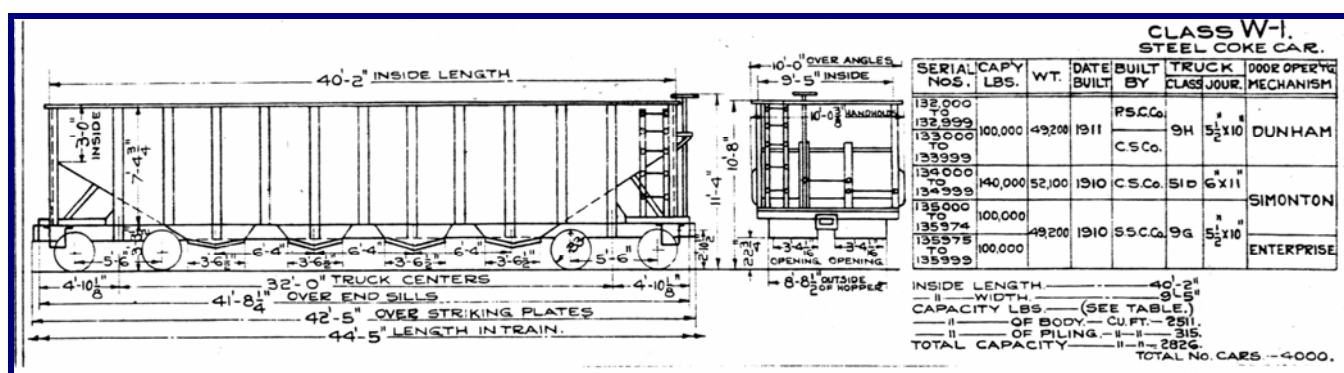
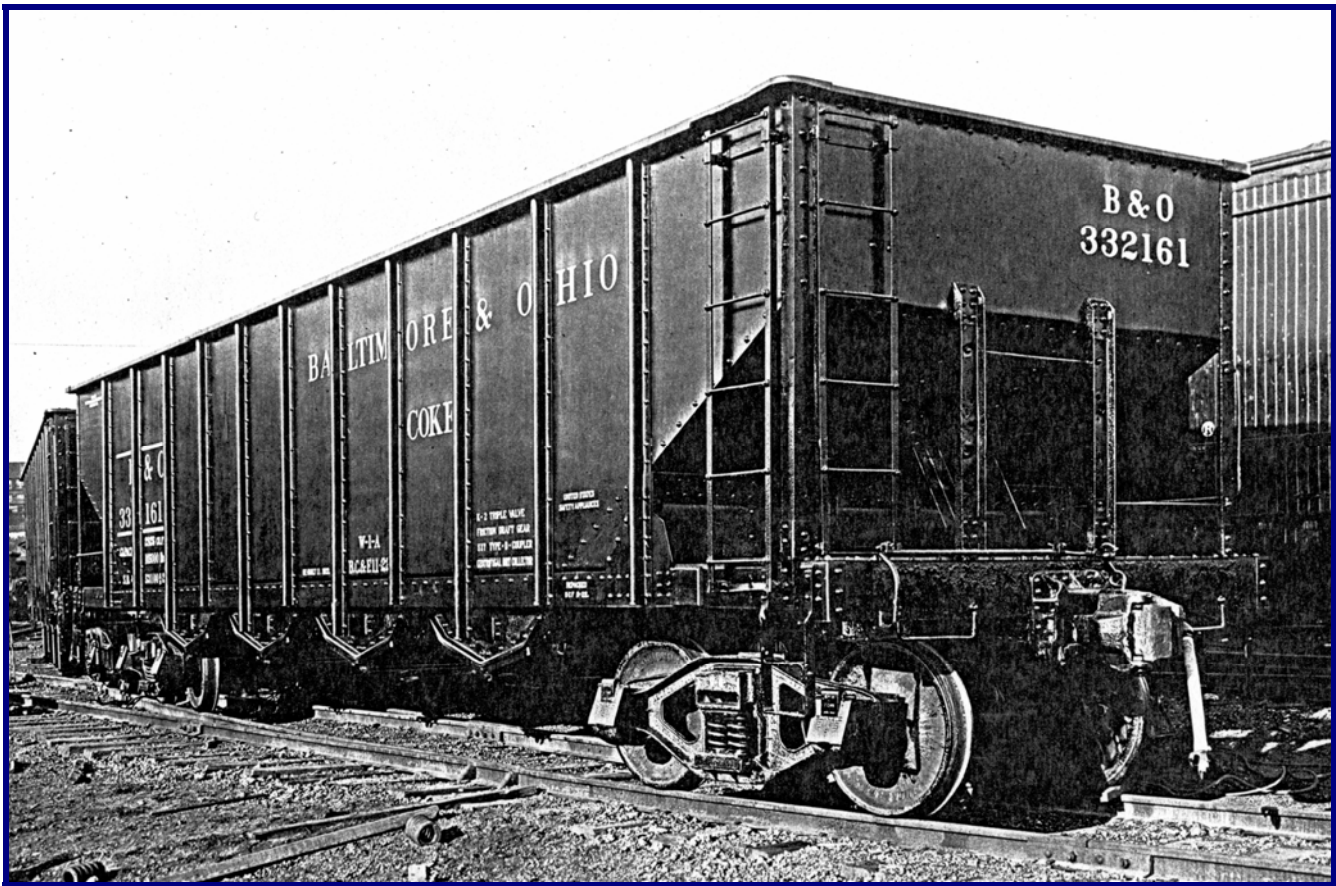


Table 2: B&O Class W-1 As-Built, 1910-1911

Number Series	Built	Builder	Qty	Trucks	Door Locks
134000-134999	1910	Cambria Steel Co.	1000	9H Andrews	Simonton
135000-135974	1910	Standard Steel Car Co.	975	9G T-Section	Simonton
135975-135999	1910	Standard Steel Car Co.	25	9G T-Section	Enterprise
132000-132999	1911	Pressed Steel Car Co.	1000	9H Andrews	Dunham
133000-133999	1911	Cambria Steel Co.	1000	9H Andrews	Dunham



B&O 332161, Class W-1a, rebuilt at Baltimore Car & Foundry, November 1922. B&ORRHS collection.

CLASS W-1a

In 1922 and 1923, 2,075 cars were rebuilt to Class W-1a, receiving more corrosion-resistant copper bearing steel side sheets, side stakes (including longer stakes extending below the side sill at each hopper), slope sheets, and ends. Photos show two side sheathing variations; the first with the side sheets riveted to the outside of the side sills, the other with the bottom of the side sheets rolled in and riveted to the top of side sill. New side stakes with a straight (vice the original tapered profile) were installed. The rebuilt cars apparently had internal strengthening, and did away with the partial top chord reinforcement, replacing it with a full-length top chord that is heavier than the one used on the cars as built. Ladders replaced ladder grab irons on the sides and ends. Wine door locks were applied to both classes

of cars during the mid-1930s. A second grab iron was added to the left side of the cars in the early 1940s. Al Westerfield proposed that since both Class W-1 and W-1a lasted about the same time in similar numbers, it is likely that the Class W-1 cars were eventually rebuilt without a change in car class, but no evidence that this happened has surfaced to date. Significant numbers of these cars were retired following World War II, possibly to avoid having to retrofit them with AB Brakes, saving about \$300 per car (according to Tim Gilbert). Cars surviving into the 1950s and 1960s were retrofitted with AB brakes. The last Class W-1 and W-1a hopper cars were retired circa 1968. Table 3 summarizes Class W-1a as rebuilt in 1922-1923.



B&O 334344, Class W-1a, July 1923, Baltimore Car & Foundry. BC&F Builder's Photo, B&ORRHS collection.

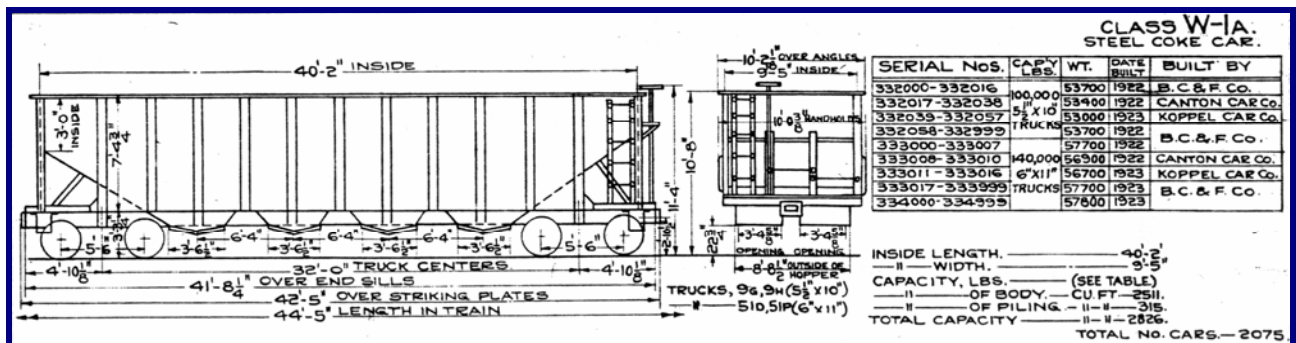


Table 3: B&O Class W-1a As-Rebuilt, 1922-1923

Number Series	Rebuilt	Builder	Trucks	Capacity
332000-332016	1922	Baltimore Car & Foundry	T-Section	50-tons
332017-332038	1922	Canton Car Co.	T-Section	50-tons
332039-332057	1923	Koppel Car Co.	T-Section	50-tons
332058-332999	1922	Baltimore Car & Foundry	T-Section	50-tons
333000-333007	1922	Baltimore Car & Foundry	Cast Sideframe	70-tons
333008-333010	1922	Canton Car Co.	Cast Sideframe	70-tons
333011-333016	1923	Koppel Car Co.	Cast Sideframe	70-tons
333017-333999	1923	Baltimore Car & Foundry	Cast Sideframe	70-tons
334000-334999	1923	Baltimore Car & Foundry	Arch Bar/Pilcher Sideframe	70-tons



B&O 334714, Class W-1a, location and date unknown. The mark above the reporting marks appears to be an X in a circle. According to a B&O lettering drawing, this mark is stenciled upon "hopper cars that cannot be restored to revenue service without rebuilding repairs and are suitable for handling company's fuel." The photo is slightly out of focus, and this identification is not 100% certain even under magnification. Another marking applied to hoppers is the circle H, for cars repaired with money loaned from Reconstruction Finance Corporation (RFC) during the Great Depression. B&ORRHS collection.

CLASS W-1b/W-1ba

Starting in 1949, 249 Class W-1a cars were rebuilt at DuBois Shops. These cars received sawtooth hoppers and power handbrakes. Four of these cars were modified at DuBois Shops in 1960 for wood

chip service. Four Class W-1b and two W-1ba wood chip cars were still on the roster in 1970. Tables 4 and 5 summarize Classes W-1b and W-1ba.

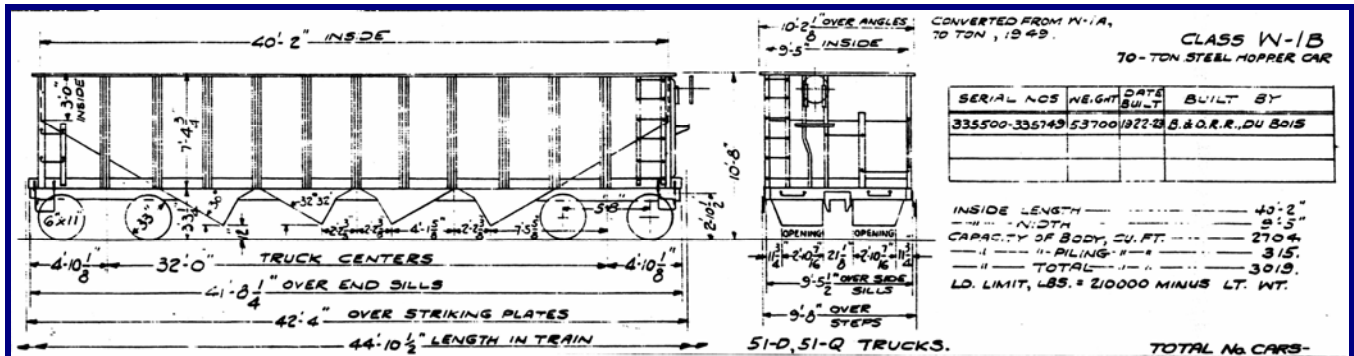


Table 4: B&O Class W-1b As-Rebuilt, 1949

Number Series	Rebuilt	Builder	Qty	Trucks	Capacity
335500-335749	1949	B&O DuBois Shops	249	Cast Sideframe	70-tons

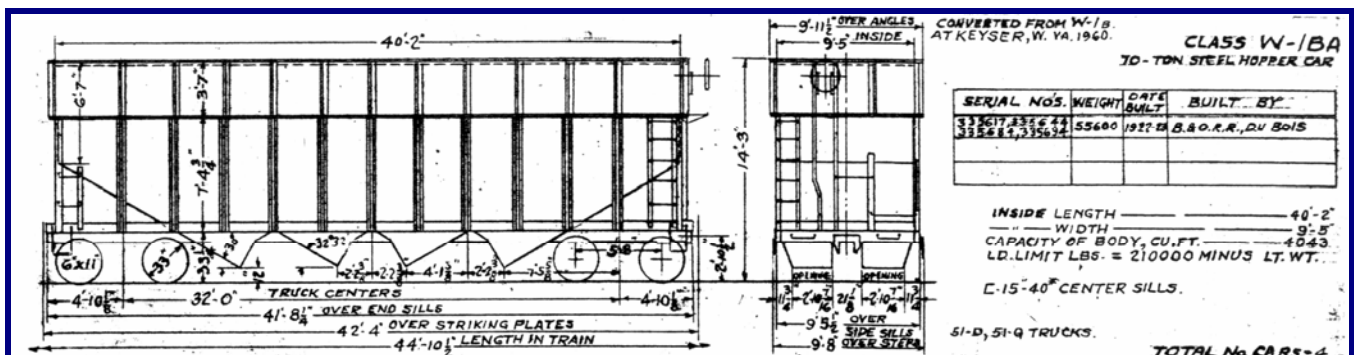


Table 5: B&O Class W-1ba As-Rebuilt, 1960

Number Series	Rebuilt	Builder	Qty	Trucks	Capacity
335617 335644 335684 335694	1960	B&O DuBois Shops	4	Cast Sideframe	70-tons

B&O Class W-1 – PRR Class H21 Comparison

At first glance, B&O Class W-1 and subclasses appear to be the same as the contemporary PRR Class H21 and subclasses; however, these cars differed in many details which are apparent in the following side-by-side comparisons:



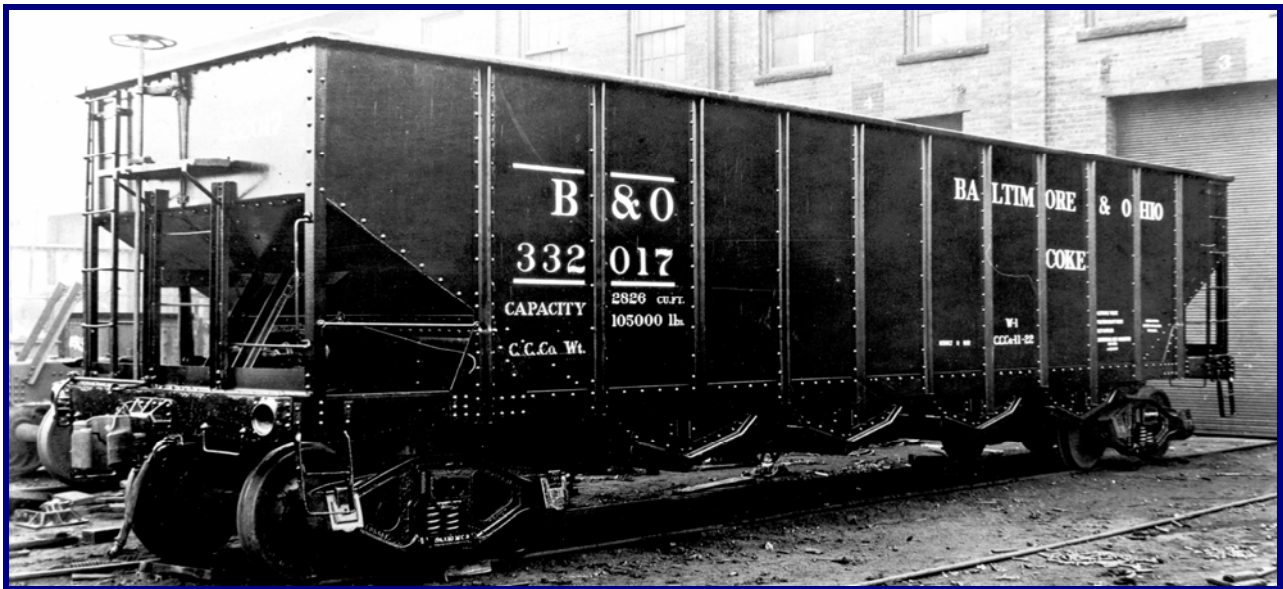
B&O 333037, Class W-1a, Zanesville OH or Parkersburg WV, August 15, 1954. Mark Morgan photo, B&ORRHS collection.



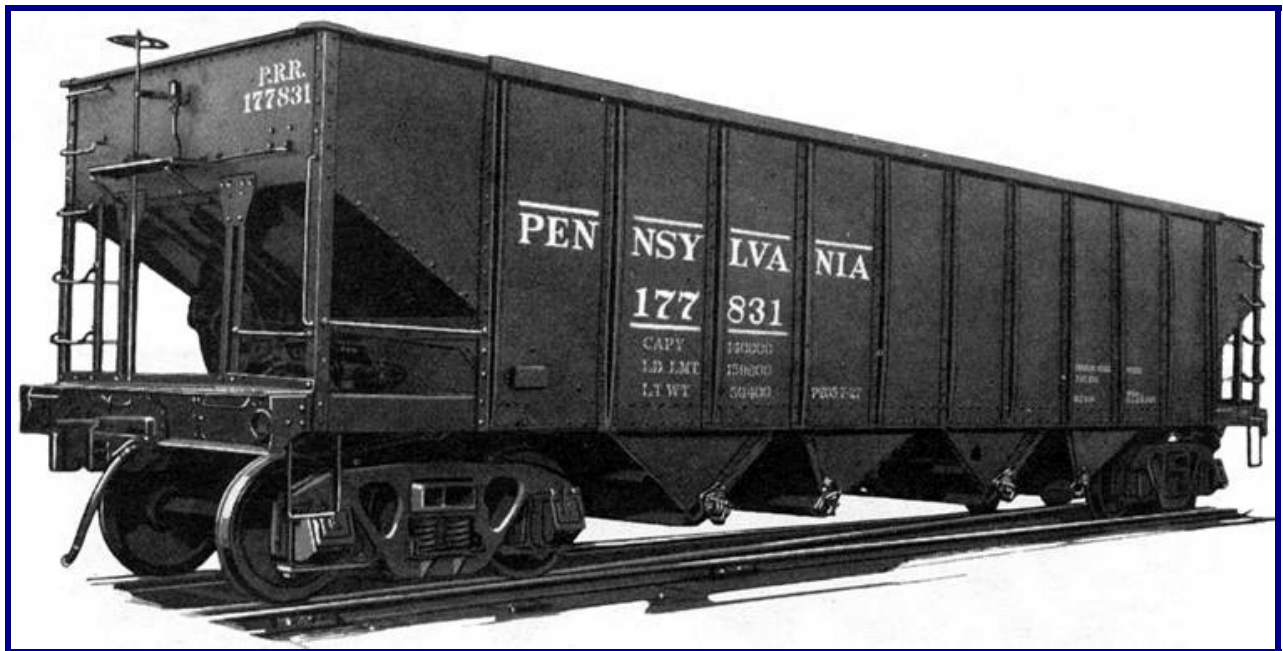
PRR 197484, Class H21a, circa March 1918. Photo has been retouched to show experimental Inside Bearing Trucks; original builder's photo shows Class 2E-F1 archbar trucks. PRR photo, courtesy Rob Schoenberg

Sides:

- Triangular gussets at the outer side stakes, similar to that found on the USRA twin hopper
- Ladders (post-1920s)/ grab iron arrangement (pre-1920s)
- Side stake profile (W-1a and later cars)
- Door locks



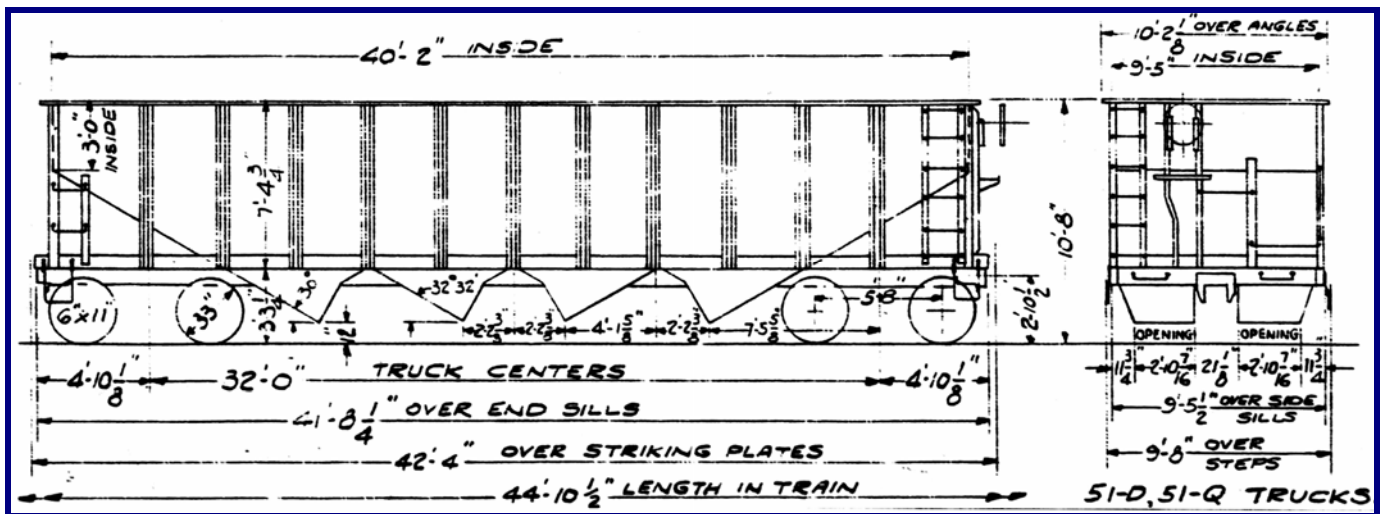
B&O 332017, Class W-1a, November 1922, Canton Car Co. B&ORRHS collection.



PRR 177831, Class H21a, circa July 1927. PRR photo, courtesy Rob Schoenberg

Ends:

- Channel end supports
- Slope sheet braces
- End sill



CAPACITY - 140,000 LBS.

WEIGHT - 50,500 LBS. H21A.

" 52,800 " H21B.

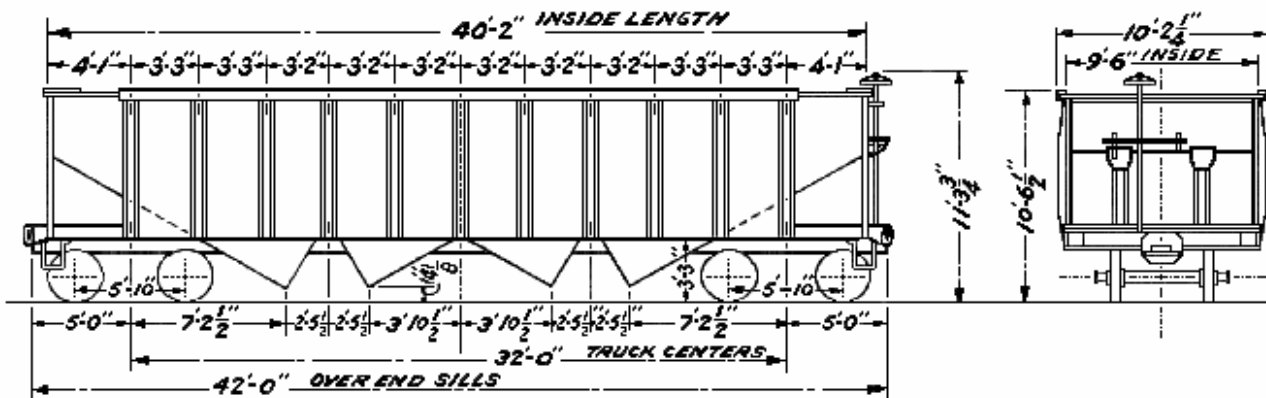
**H21B
HOPPER CAR CLASS H21A
SAW TOOTH HOPPER**

CAPACITY IN CUBIC FEET

BOX----- 2547

HEAP----- 286

TOTAL----- 2833



COLLECTION OF BOB JOHNSON

RETOUCHED BY RANDY REIST

TRACING E 82029

- Hopper orientation (W-1b/H21a)



B&O Class W-1a in the Mid-1945 to Mid-1946 “Early 13 Great States” paint scheme, date and location unknown. Some of these cars later received Billboard “B&O” schemes as shown by a Paul Dunn photo in the Dave Sepos collection currently held in the Society archives. We weren’t able to get that photo scanned by press time, but will run it next issue. Bob’s Photos collection.

Acknowledgements

George Elwood, Nick Fry, Tim Gilbert, Eric Hansmann, Richard Hendrickson, James Mischke, Keith Retterer, Rob Schoenberg, John Teichmoeller, David Thompson, Al Westerfield, and Bob Witt.

References

B&O Freight Car Equipment and Cabooses, 1917-1960, Richard K. Daniels, Baltimore & Ohio Railroad Historical Society.

“B&O W-1 Hopper Cars from Bowser HO Scale Kits”, V. S. Roseman, *Railmodel Journal*, November 2000, p 57.

Pennsylvania Railroad Steel Open Hopper Cars – A Guide for Enthusiasts, John Teichmoeller, Highlands Station, Inc., 2000.

“W-1 Variations” Prototype Data Sheet, Al Westerfield.

Rob Schoenberg’s PRR Website, <http://pr.railfan.net/>

MORE OF B&O'S "NORTHERN HERITAGE" – SOME NOTES ON MODELING THE WELLSVILLE, ADDISON & GALETON RAILROAD

BY JOHN TEICHMOELLER

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

Many railroad historical societies maintain some coverage of predecessor and successor lines. Our B&ORRHS is no exception, as the excellent articles on some of the "Northern" operations in 2002 *Sentinels* and the remarkable color photos of the Buffalo & Susquehanna in the Society's 2003 calendar bear out. We do occasionally have some material on current CSX and previous Chessie issues, at least where it relates to historical equipment, rights of way and structures, although there is the Chessie System Historical Society (<http://chessiesystem.org>) to which a few of us (including this author) belong. So far I am not aware of a CSX Historical Society. Some years ago I understand there was a short lived and unsuccessful attempt by some supporters to start a BR&P Historical Society, but they discovered that running a railroad historical organization and maintaining a regular publication required a lot of time and energy. This leads me up to my current topic, namely the Wellsville, Addison and Galeton. The WAG was formed when the Salzburg short line interests bought from the B&O the landlocked

section of trackage that originally was the Buffalo and Susquehanna and took it over in 1956. The WAG is probably most well known for its per diem fleet of ancient single-sheathed ex-Boston & Maine boxcars lettered for "The Sole Leather Line."

My interest in the WAG comes by marriage. My wife was born and raised in Wellsville, New York, and I met her in 1974. This was just a short while after the WAG had ceased operations, so many of its physical remains were still extant. On occasional visits to her parents who still lived in Wellsville in the latter 1970s I took a few (now as it turns out too few) photos of these remains. The Wellsville passenger station and Galeton general office building, for example, were still standing then.

The WAG was a fascinating short line for reasons upon which the literature cited below elaborates, even for those who don't care anything about the B&O heritage. Since it was operating during the era of my modeling interests (1967), I am justified in

running some of those boxcars in my model railroad's over-the-line consists. As far as I know there is no official WAG historical or special interest group, although there is what I would describe as an unofficial SIG that includes a small group of modelers in the Wellsville area as well as a chap named Mike Schleigh, about which more later. My purpose in writing this piece is simply to summarize some of the available literature as well as comment on some modeling potential.

The Literature

Fortunately for the WAG fan there is a decent body of literature:

The Buffalo & Susquehanna by Paul Pietrak. My copy of this 146 page book does not carry its original publication date inside, but when I bought my copy in 1990 for \$40, it had become quite rare on the secondary market. Then several years ago it was reprinted and is now available at a reasonable price from railroad booksellers. Mr. Pietrak, who I understand worked for Bethlehem Steel's Lackawanna Works in Buffalo, does a good job of describing the inevitably boring early history of charters, right-of-way fights, etc. The boredom is mitigated by decent reproductions of historical photos of stations, locomotives and rolling stock. Pietrak's books are generally good about including maps and track charts. He includes a map of the Galeton trackage, one at Keating Summit but nothing in and around Wellsville. This, including the trackage at the Sinclair Refinery in Wellsville would have been most interesting. A complete locomotive roster and photos of most or all classes and diagrams are included.

David Hamley's articles--The February and March 1972 issues of *Trains* carried David Hamley's two part article on the WAG, "You mean, there really is a Sole Leather Line?" and "Where the first generation became the second," pages 36-41 and 38-42 respectively. This did a nice job of summarizing the early history of the line but emphasized then contemporary and imperiled operations. It included 12 photos, an overall geographical map and a complete diesel roster.

Bob Walker, Jr. published a short article in the December 1970 *Railroad Model Craftsman*, "Wellsville, Addison and Galeton," pages 29-33, with a system map and 16 photos.

Ed Lewis' book--Author of the various editions of

American Short Line Railway Guide, Ed Lewis, published a 40-page paperback booklet *Wellsville, Addison and Galeton Railroad--Sole Leather Line* in 1971. I bought it through a small ad in *Trains* for \$2.50, and I have seen it going for over \$50 from the show paper dealers. I finally thought I'd better try to prevent its cover from getting any more battered by sheathing it in one of those plastic envelopes. The book contains history, overall system map, locomotive and freight car roster and lots of black and white pictures, most of which are half-page. The author has given his permission to post this book on the Allegany County, NY Local History and Genealogy Site at,

<http://www.usgennet.org/usa/ny/county/allegany/RailroadsAlleg/WAG-Railroad/WAG%20-%20LEWIS/WAG-LEWISBOOK.htm>

Most recently, two interesting books have appeared on the scene:

Gerard Bernet's *A Colorful Look at Selected Pennsylvania Shortlines* was issued in 2004 and features the photography of Carl Connelly. Pages 4-17 cover the WAG.

Gary Carlson's *Pennsylvania Short Lines In Color, Volume One* came from the Morning Sun assembly line in 2004 and covers the Coudersport and Port Allegheny on pages 60-66, and Volume Two was issued in 2005 and covers the WAG on pages 105-115.

Models

Steam Locomotives

B&O Class E-60--Of course, most fans are familiar with the B&O's, ex-Buffalo & Susquehanna's 2-8-0s that were imported by the late Joe Luber under the imprimatur of Sun Dancer Models. The 4th Quarter 2002 *Sentinel* had a nice summary article by Ed Kirstatter describing how he improved an already basically pretty good model. For many years there were whispers on the street about "be careful if you buy one of these because some of them don't run well." Ed discusses one fix he made, namely removing a burr on one of the journal boxes that improved the suspension. I don't own this model so maybe that's the only problem. The WAG didn't really operate these steam locomotives for very long, so if you are a "main-era" WAG fan you probably don't need this item. (More specifically, Brian DeVries tells me he came across some documentation that indicated "only a couple" of the six E-60s transferred from the B&O to the WAG were

operational with unexpired boiler certifications and notes that only one unit was relettered for the WAG.)

Diesel Locomotives

In October 2001, Overland advertised they were coming out with a run of the odd-ball 132 ton General Electric center cab locos that the WAG bought second hand from Ford Motor Co., painted and lettered. Of course this unit has nothing to do with the B&O but those of you who know me know I

am an inveterate “critter” fan, so this was really tempting. Remember, I am not modeling the WAG per se, but I figured by my era of 1967 the WAG had pretty much disposed of these and my model steel company could have bought one. Not only that, but the locomotive color scheme of my steel company is remarkably similar to that of the Salzberg/WAG colors. So I placed an order through my friendly local brass dealer.



WAG 1200 (ex-Ford) General electric 132-ton center cab diesel, Galeton, PA, September 1964. C.N. Herbert photo, Mark Heiden Collection.

A number of months went by and the model didn't materialize, despite my harassing my brass dealer. Finally, in June of 2002 the model arrived. I had placed the order after I had just received a nice bonus for 2001, so I coughed several times but was prepared by the price. The reason for the delay, I was told, is that there were some problems with the running quality of the engines when Overland initially received them, and they sent them all back to Korea. Well, the result is exquisite (see story lead photo). The paint (orange, buff with black stripe and black trucks and underframe) and lettering is great. The cab is furnished, although Mike Buckelew, who spends his working days in diesel cabs so should know, says it's too clean. It runs great. As we test

run it at my dealer, I noticed the very nice looking hinges and handles on the hatches on top of the hoods. I said “you don't suppose those operate do you?” I carefully slid a fingernail under the small handle and, sure enough, the hatch flipped open to expose the painted heads of Cooper-Bessemer prime movers. I can't see well enough through the grill on the end of the hood whether there is a radiator manifold in there, and I frankly haven't had the guts to disassemble the thing. (In 2005 Charles Gregory did install a Digitrax decoder for me, but I forgot to ask him about the radiator.) The fans under the grill don't rotate electrically or even rotate if you blow on them the way those on my Atlas B&O GP38 do. But the model did come equipped with directional

headlights and Kadee No.58 couplers. I am told the unit was offered lettered for 1200, 1300 and 1700.



Too rich for your blood? Maybe, and probably too rich for mine, too, certainly for 2003 after a rough business year in 2002, but once in a while you've gotta splurge. I saw one of the black-and-red-with-chrome-grills Ford units for sale at Timonium and wished I could have justified buying one of those. Fortunately, it was sold the next time I walked past the table. Overland is sold out, but in brass invariably items are available through the "secondary market." It usually takes a while for quickly-sold-out items to make it there, but financial hardships, deaths, and

divorces ultimately make these things available to those who can't live without them. I understand Overland is still planning to do the centercab in O scale but cancelled earlier announced plans to do it in N scale.



Of course, when the WAG scrapped these units, they bought some F7s from the SP. There are plenty of fine model F7's to choose from now, and I believe lettering is available, see below. For HO modelers, Stewart came out with No. 2200 in 2004.



WAG 2200 (ex SP) F-7, Galeton, PA, September 1973. Don Coppola photo.

Boxcars

The WAG was famous for buying a fleet of mostly B&M single sheathed boxcars (aka "outside braced") and lettering them with their famous "Sole Leather Line" logo. Long ago, Train-Miniature did their single sheathed boxcar lettered as WAG 5034. There are major discrepancies between this car and the prototype including the ends and the type of side

trussing, but at the time I bought it, I wasn't sensitive to such refinements. I had parts of an old Ulrich single sheathed boxcar, so I used them to cobble together another car, scratch building ends that are like the PRR's X29 out of styrene embossed with the rivets and using a Champ decal set to letter the car as WAG 5070.



More recently, in June of 2002, I was in Wellsville and stopped by the small but nice hobby shop called East Dyke Depot. Inside, I discovered some interesting showcases filled with kitbashed and custom lettered WAG equipment. But most interestingly, they were selling a Funaro & Camerlengo B&M single sheathed boxcar kit with WAG lettering. Of course, I bought one, and, of course, it is on my unassembled kit shelves. The kit appears to be a straight-forward resin house car kit. F&C produced this car in both roof styles, “flat

Pullman” and “external carlines.” Their catalog numbers are 6002 and 6003, respectively (“B&M 40' XM-1 SS”). Retail list price is \$31.99, however these kits are often sold direct or at train shows as \$12 polybagged specials. (Add \$5 for shipping on orders less than \$100.) Contact F&C regarding availability, (10 Funaro Court. Honesdale, PA 18431, <http://www.fandckits.com> , fandc@ezaccess.net). Yankee Clipper sold this car earlier, so you might find some at train shows.

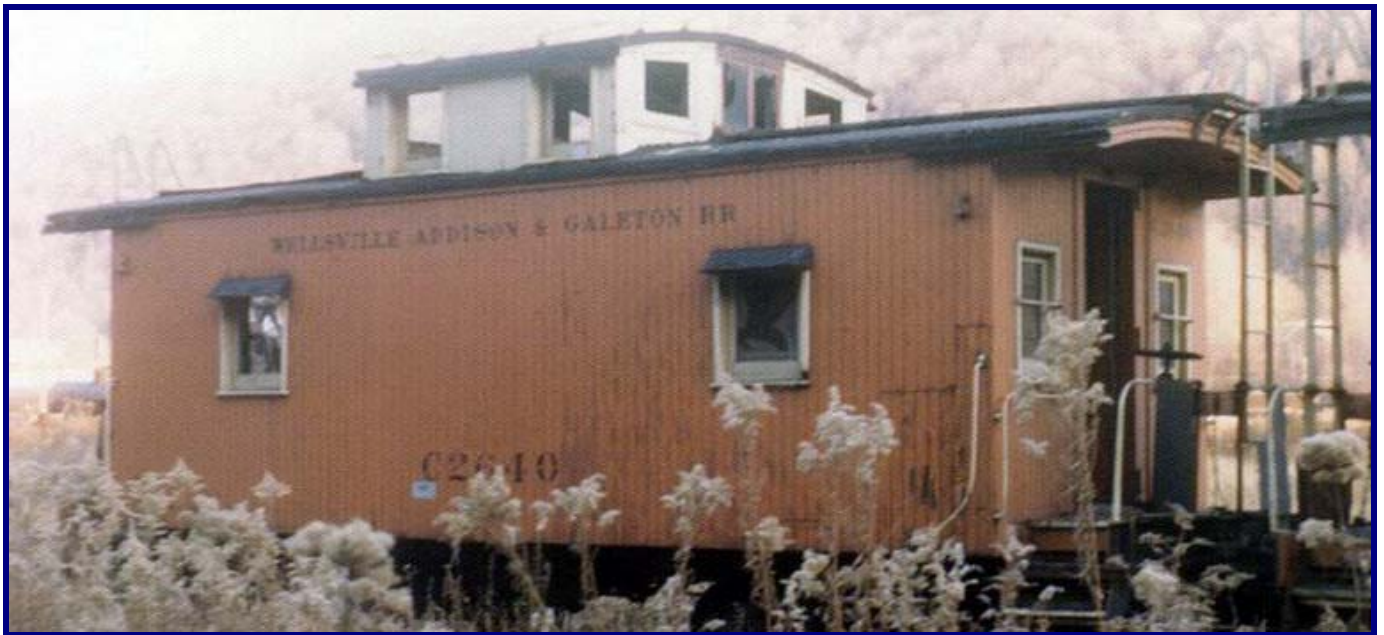


WAG 6020 (ex-B&M), Denver Federal Center, November 24, 1966. R.C. Royal photo, Colorado Railroad Museum Collection. (Note the height difference between the 8'7" IH WAG car the 10'6" IH DT&I car.)

Cabooses

Overland issued the BR&P I-10 some years ago (OMI No.3804) which is available on the secondary market. Mike Schleigh feels they will re-run it in WAG lettering. JJL Models of Bear, DE, <http://www.jjlmodels.com> sells a resin kit for the Erie Dunmore steel caboose, and Bethlehem Car Shops makes the proper metal sideframe trucks.

Going beyond the above most well-known pieces of rolling stock, Mike Schleigh's research has uncovered quite a few other WAG cars which he describes in his handout discussed below, but I will not dwell on them because there is little, if any, B&O connection.



WAG C2640 (ex-B&O Class I-10), Galeton, PA. Greg Dickinson photo

Remnants of the Prototype

One of the major industries served by the WAG/B&O in Wellsville was the Sinclair refinery.

Sinclair closed ca. 1959-60 and abandoned the site. Some years later, neighbors started having health

problem and this turned out to be a Superfund site. (http://www.atsdr.cdc.gov/HAC/PHA/sinclair/sin_p1.html)

Remediation has taken place, and the remaining buildings are used for alternative purposes. Part of the site is now used by the Alfred State College, Wellsville Campus. Other parts of the site were until recently occupied by oil-field contractor Otis-Eastern Service, Inc. It turns out that there are still a lot of small oil and gas wells in Western New York State and Northwest Pennsylvania, enough to make a decent-sized operation such as Otis-Eastern viable. With the rise in oil prices, I'm sure all those little stripper wells with their walking beam pumps are back in operation, and Otis-Eastern is prosperous. I was privileged to visit Otis-Eastern in June of 2002 and in particular photographed one building that I was told was the car repair shop for Sinclair's tank cars. The problems with the site are that you are not allowed to excavate. Since Otis Eastern needed to build some buildings to expand, they located a new site on the east side of Wellsville and have relocated.

The WAG right of way for quite a few miles south of Wellsville has been converted to a nice rails-to-trails operation. There are were a number of grade crossings of the old WAG with PA Routes 6 and 449 and NY 19 leading from Galeton to Wellsville, and you really have to know where these were to find them today. On the other hand, when I first started coming to Wellsville in 1974 they were pretty easily identifiable.

Brian DeVries told me there are number of few pieces of former BR&P/WAG equipment that is still extant. Most interesting to many, of course, would be the cabooses. All three of the three I-10s are still around. The most famous one, C2620, was restored into close to original 1923 appearance under the auspices of Adelphia Communication's John Rigas, and at last report was located between Coudersport and Colesport, PA. Since the legal proceedings of mid-2004 I don't have any update in its status. Brian says sister C2640 is along the highway near Belmont, NY (I photographed what I think is this car in June of 2006, although my wife says it is more in Scio, NY. No number was visible as it is in the process of being repainted red; it is in the owner's front yard and across the street from a retail establishment he operates. The owner was very friendly and we agreed I would stop and chat some other time when I wasn't in a hurry.) and C2654 is located near Manhattan/Gaines. Mike Schleigh's

writeup below has a comprehensive rundown of WAG equipment.



Conclusion

As I said, I have no desire to start or run WAG Historical Society, so please don't write or e-mail me about this. Indeed, for all I know, there may be an e-group already devoted to it, as these things are a lot easier and inexpensive to conduct than a bona fide historical society with printed publications, archives, conventions, etc. There was a gathering of WAG enthusiasts in Galeton in 2005. Moreover, Mike Schleigh, 419 Longwell Drive, Grove City, PA 16127, has been compiling a formidable summary tabulation of WAG models and prototype equipment. This summary covers additional WAG equipment; boxcars, gondolas, snowplows, and cabooses beyond the cars mentioned above. Mike was selling copies of the March 2006 edition of this at the Prototype Modeler's Meet in Malvern, PA this year. By the

time you read this, his tabulation will probably have gone through further updates. Mike does note a number of gray areas for which more information is desired. As far as I know this material has not landed in its most logical place, namely the Internet, but I'm sure this will ultimately happen. Meantime, if you're

interested, contact Mike. If anyone is interested in tapping in to other kindred spirits, the best suggestion I can make is to contact the East Dyke Depot, 332 East Dyke St., Wellsville, NY 14895, (585) 593-0005, open Tuesday through Saturday 12-5, Wednesday 3-8.

Acknowledgements

Don Coppola, Greg Dickinson, George Elwood, Ben Hom, Mike Schleigh, and Chuck Yungkurth.



PLANNED FOR THE NEXT ISSUE

Modeling B&O Open Hoppers, 1919 to 1963, Class W-1 and Subclasses, Part 2
Modeling Winton Place Station in HO Scale
Ho Scale A-17 Coach

To subscribe, send an email to:

bomodeler-subscribe@yahoogroups.com

To unsubscribe send an email to:

bomodeler-unsubscribe@yahoogroups.com